

CITY OF NEWTON

BOARD OF ALDERMEN

TRAFFIC COUNCIL REPORT

THURSDAY, FEBRUARY 28, 2008

Present: David Koses (Chairman) Clint Schuckel (Traffic Engineer) Ald. Danberg, Sgt. Norcross, Traffic Bureau) Rosalie Myers (Clerk)

Also Present: Ald. Sangiolo, Ald. Harney, Ald. Gentile, Ald. Parker

#TC8-08      NANCY L. KEATING, 108 Herrick Road, Newton Centre requesting that present 1-way stop at Chase Street and Herrick Road become a 3-way stop. (Ward 6) **HELD 1/18/07**

**ACTION:**      **APPROVED 4-0**

**NOTE:**      This item was discussed over a year ago. The City hired Traffic Solutions to conduct a traffic study. Traffic Solutions noted that traffic speeds and the volume of cars were typical for this type of road, and were not particularly high. The 85<sup>th</sup> percentile speed was 17 mph in the northbound direction and 23 mph in the southbound direction (south of Chase St). It was found that the dismissal of Hebrew College causes a queue of cars that lasts for about 20 minutes. There were zero reported crashes at the intersection of Herrick and Chase since January 1, 2002. Traffic Solutions recommends the installation of a crosswalk at the intersection of Braeland and Herrick, and the addition of a police detail at the intersection of Braeland & Cypress during Prozdor pick-up and at certain other high-volume times. Traffic Solutions also recommends the removal of the stop sign that is currently located on Herrick Road (private portion) at the intersection of Chase Street, along with the addition of a stop sign on Chase Street at the intersection of Herrick Rd. After the relocation of the stop sign, speeds would be measured and, if necessary, Traffic Solutions recommends the construction of an additional speed bump on the private portion of Herrick Road near the intersection of Chase Street so to slow traffic as it approaches the intersection.

There were representatives from both Hebrew College (HC) and Andover/Newton Theological School (ANTS) present. Mr. Schuckel noted that the construction of the additional speed hump would need the approval of ANTS.

The petitioner, Nancy Keating, noted many cars cut through Braeland up to Herrick and down to Chase to avoid Newton Centre.

Residents suggested that crosswalks be repainted. Mr. Schuckel said that line painting generally begins in late April. Ald. Danberg said she will discuss this with the Commissioner of Public Works.

Ald. Danberg made a motion to approve a stop sign on Chase Street, contingent upon approval by ANTS to allow the removal of the stop sign on the private portion of Herrick Road, also contingent upon approval by ANTS to allow construction of an additional speed hump, if needed. After the 20-day appeal process passes, the City would seek the required approvals. Upon receiving the approvals, the City would remove the stop sign on Herrick Road and install a stop sign at the end of Chase Street where it meets Herrick Road. The City would also increase the distance of the no parking area on Chase Street from the intersection of Herrick Road toward Langley Road, at the discretion of the Traffic Engineer.

Ald. Parker suggested the approval of a 3-way stop sign.

The Committee decided to vote approval of Ald. Danberg's motion 4-0.

***REFERRED TO TRAFFIC COUNCIL BY PS&T COMMITTEE ON 10/3/07:***

#TC2-08      ALD. HARNEY AND SANGIOLO requesting traffic study with  
(419-04)      recommended improvements for traffic calming in the area of LEXINGTON  
STREET/WOLCOTT STREET in Auburndale.

**ACTION:**      **NAN 3-1 (Damberg)**

**NOTE:**      Clint Schuckel stated that after studying the intersection, he did not see any feasible traffic calming alternatives given funding constraints.

Neighbors noted that it is very difficult to turn left from Wolcott Street onto Lexington Street. In the opinion of Ken Goldberg of Wolcott Street, the light should be removed. Judy. O'Neil of 382 Lexington Street said that without a light, she would be unable to get out of her driveway. Melissa Summer of Wolcott Street said that speed is an issue. She also feels the light is dangerous as cars go through the light.

Ald. Harney said that he was told that the traffic signal was originally to be placed a block north, at the intersection of Auburndale Avenue. At the last minute, it was changed to the Wolcott Street. He felt that Auburndale Avenue would be a better location and would prefer the light to be located at Auburndale Avenue.

In response to a cost question, Mr. Schuckel said that the cost of moving the traffic light from Wolcott to Auburndale would be approximately \$50,000. A completely new signal would cost about \$150,000.

Ald. Gentile would like to see a trial of turning the light off. Sgt. Norcross felt that public safety is the priority, and if the light were turned off or removed, the intersection would become more dangerous. Mr. Schuckel and Mr. Koses agreed that a trial that would turn off the light would cause public safety issues.

Chairman David Koses moved NAN. If a petitioner is interested in docketing an item that would examine relocating the traffic light from Wolcott Street to Auburndale Avenue, a new item should be docketed.

#TC20-08 ALD. HARNEY on behalf of Tom Koerber and Lasell College requesting  
(363-07) parking restrictions on Lake and Myrtle Ave in Auburndale. (Ward 4) [10-23-07  
@07:53 P.M.]

**ACTION: HELD 3-1 (Schuckel)**

**NOTE:** Tom Koerber, Director of Plant Operations and Public Safety at Lasell College, was invited to attend this meeting but was not able to be present. Mr. Schuckel told the Committee that both Myrtle Ave and Lake Ave are private ways. Parking is currently restricted on both sides of Myrtle Avenue, 100 ft. from Grove Street. Lasell College installed “No Parking” signs on both sides of Lake Avenue near the Woodland Avenue end and on a portion of Myrtle Avenue. Parked cars concentrate on Myrtle Avenue near the intersection of Seminary Avenue.

Ald. Danberg questioned whether additional restricting parking on Lake and Myrtle would simply shift the parking to other streets. Ald. Harney said many streets in the area have already have parking restrictions.

Clint Schuckel said that since these are private ways, the City has limited authority. The City could restrict parking to one side of the street to ensure access for emergency vehicles. Beyond that, abutters need to agree upon the exact type of parking restriction that they would like to propose.

Selma Fagan of 10 Myrtle Avenue stated that vehicles have blocked access to her home. Ms. Fagan requested resident sticker parking. It was explained that this street did not meet the current requirements that would allow for resident sticker parking.

A recommendation from Clint Schuckel was to restrict parking on the south side of Myrtle Avenue and on the east side of Lake Avenue. Since this is a private way, signs would have to be posted as a Tow Zone

David Koses made a motion to hold, awaiting agreement on a specific parking restriction among all abutters. The Committee voted 3-1 (Schuckel) in favor of hold.

#TC17-08 (299-07) ALD. HARNEY AND SANGIOLO requesting study of intersections – Commonwealth Avenue, Oakland Avenue, Auburn Street, and Evergreen Avenue to calm traffic, allow for pedestrian crossing and safe traffic merging. (Ward 4) [09-20-07 @ 3:53 PM]

**ACTION:**     **Vote 1: APPROVED 4-0**  
                  **Vote 2: APPROVED 4-0**  
                  **Vote 3: APPROVED 3-1 (Danberg)**

**NOTE:** Public comment was taken on this item when it was discussed at the January 28, 2008 Traffic Council meeting. Committee members voted to recommend the proposed modifications at the intersection of Commonwealth Avenue & Auburn Street to the Public Facilities Committee (*Vote 1*). Committee members voted to recommend parking restrictions at the intersection of Auburn Street & Evergreen Avenue to the Public Facilities Committee (*Vote 2*). Prior to *Vote 3*, committee members reviewed four alternatives that were prepared by McMahon Associates on behalf of the Hess Corporation for potential physical modifications to be constructed at the intersection of Auburn Street & Evergreen Street. (Please see attachments for these alternatives.) Alternative 1 included a bumpout, without a crosswalk, and without a raised crosswalk. Alternative 2 included a bumpout along with a crosswalk and pedestrian-actuated signal, and without a raised crosswalk. Alternative 3 included a raised crosswalk across Auburn Street with a 3" vertical change and a 22-foot plateau. Alternative 4 included a speed hump and would require a change in City ordinance. In *Vote 3*, Traffic Council members voted to recommend Alternative 1 to the Public Facilities committee. (3-1, Danberg opposed)

#TC15-08      ALD. HARNEY, on behalf of local residents, requesting a study of  
(297-07)      possible traffic calming measures that would allow residents of STANTON  
                 AVENUE in Auburndale to access Route 16. (Ward 4) [09-20-07 @3:53 PM]

**ACTION:**      **APPROVE AS AMENDED 4-0**

**NOTE:** Residents stated that it is difficult to turn onto Route 16 from Stanton Avenue due to heavy traffic volume, and that it is sometimes difficult to see due to parked vehicles on Stanton Avenue near the corner of Route 16. The Traffic Engineer's analysis showed very low volume of traffic turning from Stanton Avenue onto Route 16, and a short or moderate delay for those vehicles turning onto Route 16. Based on the need to keep traffic moving on Route 16, no change was recommended in terms of signal timing. Traffic council voted (4-0) to limit parking on the East Side of Stanton Avenue from the corner of Route 16 to the first curb cut of the Golda Meir apartments.

Respectfully submitted,

David Koses, Chair

# Traffic Council

Thursday, February 28, 2008

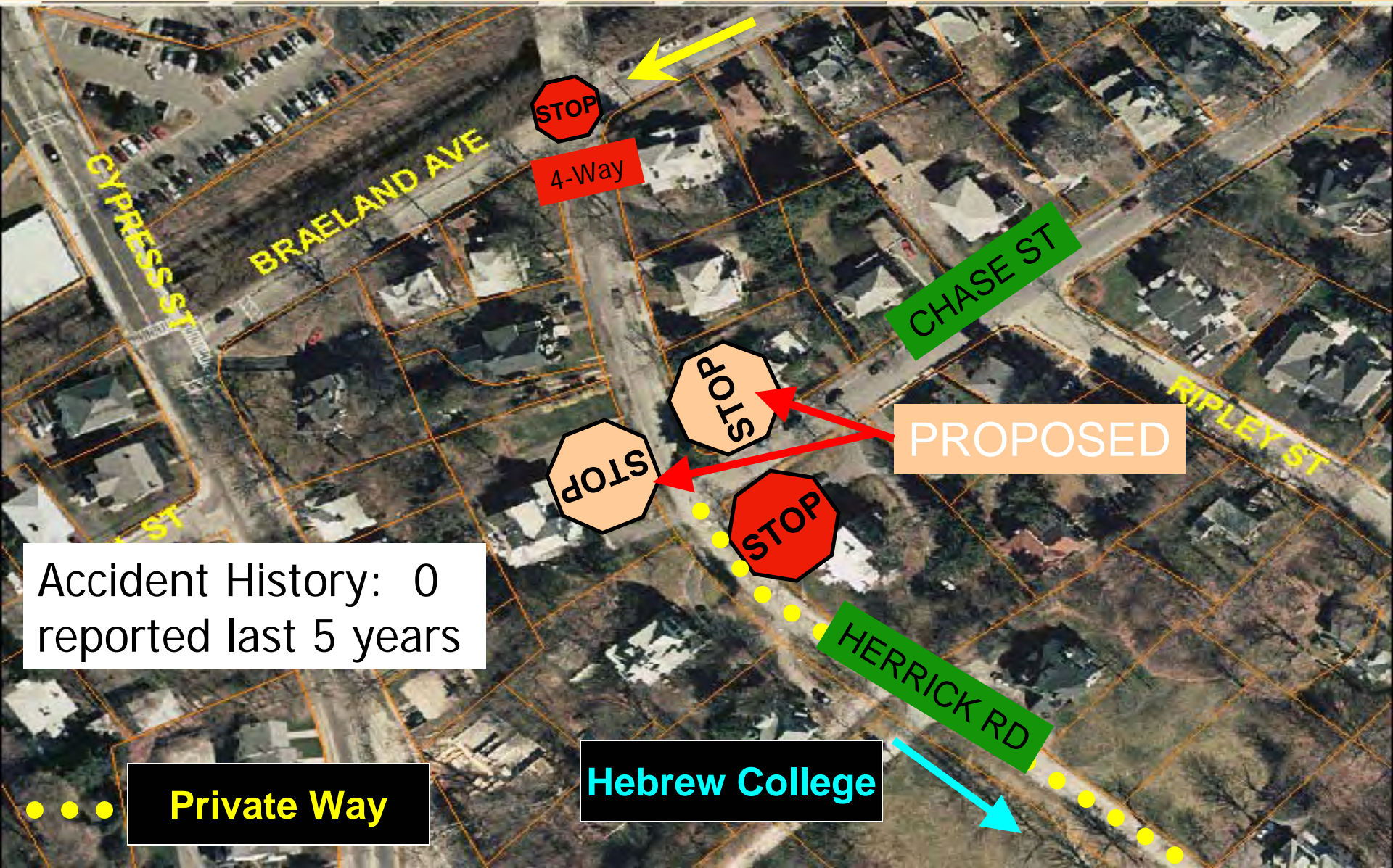
# Agenda

- 1. Requesting all 3-way STOP : Chase Street at Herrick Road
  - # TC8-08 (386-06)
- 2. Requesting a traffic study in the area of Lexington Street/ Wolcott Street
  - # TC2-08 (419-04)
- 3. Requesting parking restrictions on Lake Ave and Myrtle Ave
  - # TC17-08 (363-07)
- 4. Requesting a study in the areas of Comm. Ave., Oakland Ave, Auburn St. and Evergreen Ave to calm traffic
  - # TC17-08 (299-07)
- 5. Requesting a traffic study at Stanton Ave. to calm traffic
  - # TC15-08 (297-07)
- 6. Requesting a discussion to address parking, vehicular and pedestrian traffic in Morseland Ave area
  - # TC3-08 (112-06)

# 1. All-way STOP sign request: Chase Street and Herrick Road

Docket # TC 8-08  
(#386-06 & #259-04)  
Stop Sign

# Chase St & Herrick Rd



Accident History: 0  
reported last 5 years

Private Way

Hebrew College

# Herrick Rd Southbound



# Herrick Rd Northbound

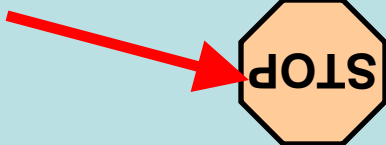


# Chase St Westbound





PROPOSED



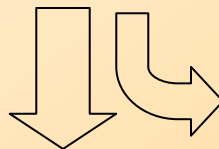
1/11/05  
8:00 AM – 9:00 AM

Hebrew College

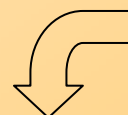


HERRICK RD

70 68



20



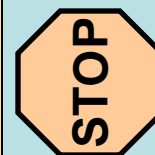
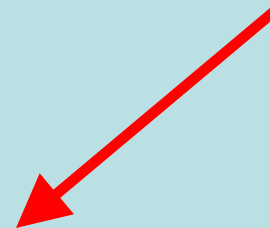
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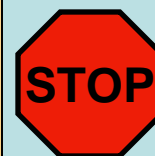
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HERRICK RD

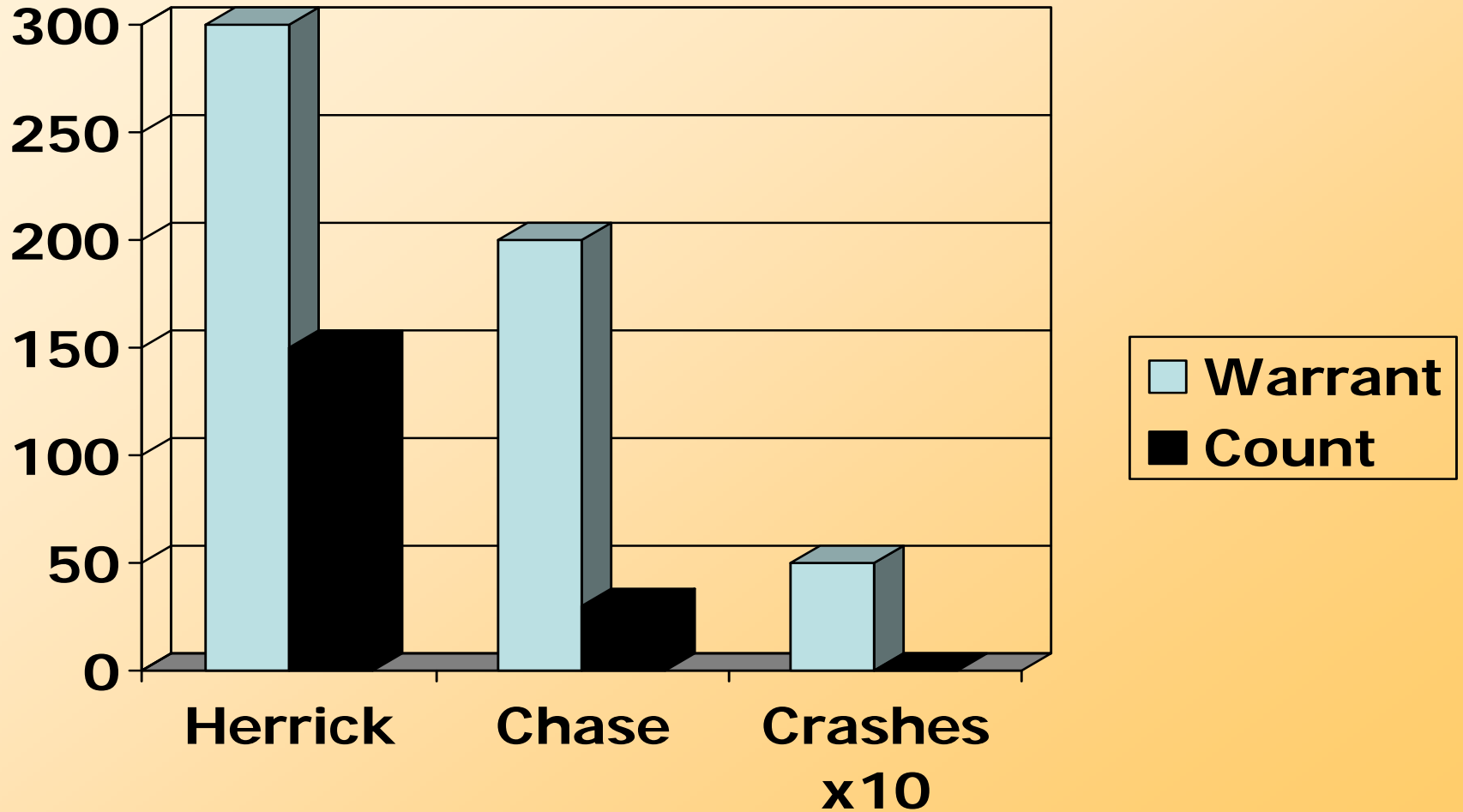
PROPOSED



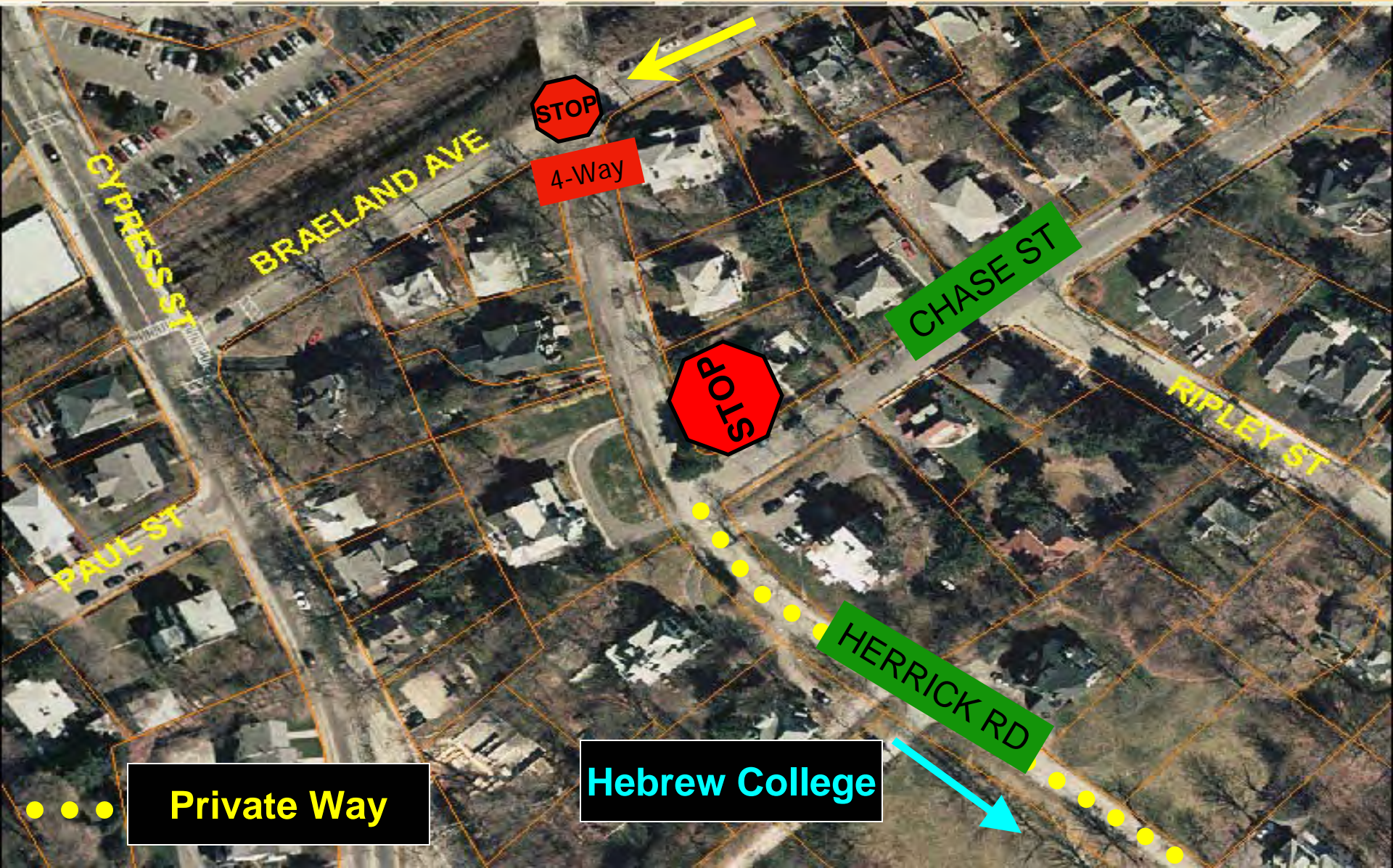
CHASE ST



# Chase St & Herrick Rd Peak Hour Traffic Volumes



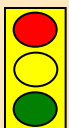
# Proposed Chase St & Herrick Rd



## 2. Wolcott St & Lexington St

Docket # TC2-08 (419-04)

Request for traffic study to calm  
traffic in the area



# Wolcott St Eastbound @ Lexington St



# Wolcott St Westbound @ Lexington St



# Lexington St Northbound @ Wolcott St



# Lexington St Northbound from Wolcott St





800(764)  
5(3)

805(767)

LEXINGTON ST

2(16)  
209(216)

211(232)

WOLCOTT ST

492(730)  
95(78)

587(808)

Existing AM(PM) Peak Hour Traffic Volumes

Lexington Street

Counts by City of Newton

January 2004

Accident history: 7  
in five years

# # 3. Lake Avenue and Myrtle Avenue parking restrictions

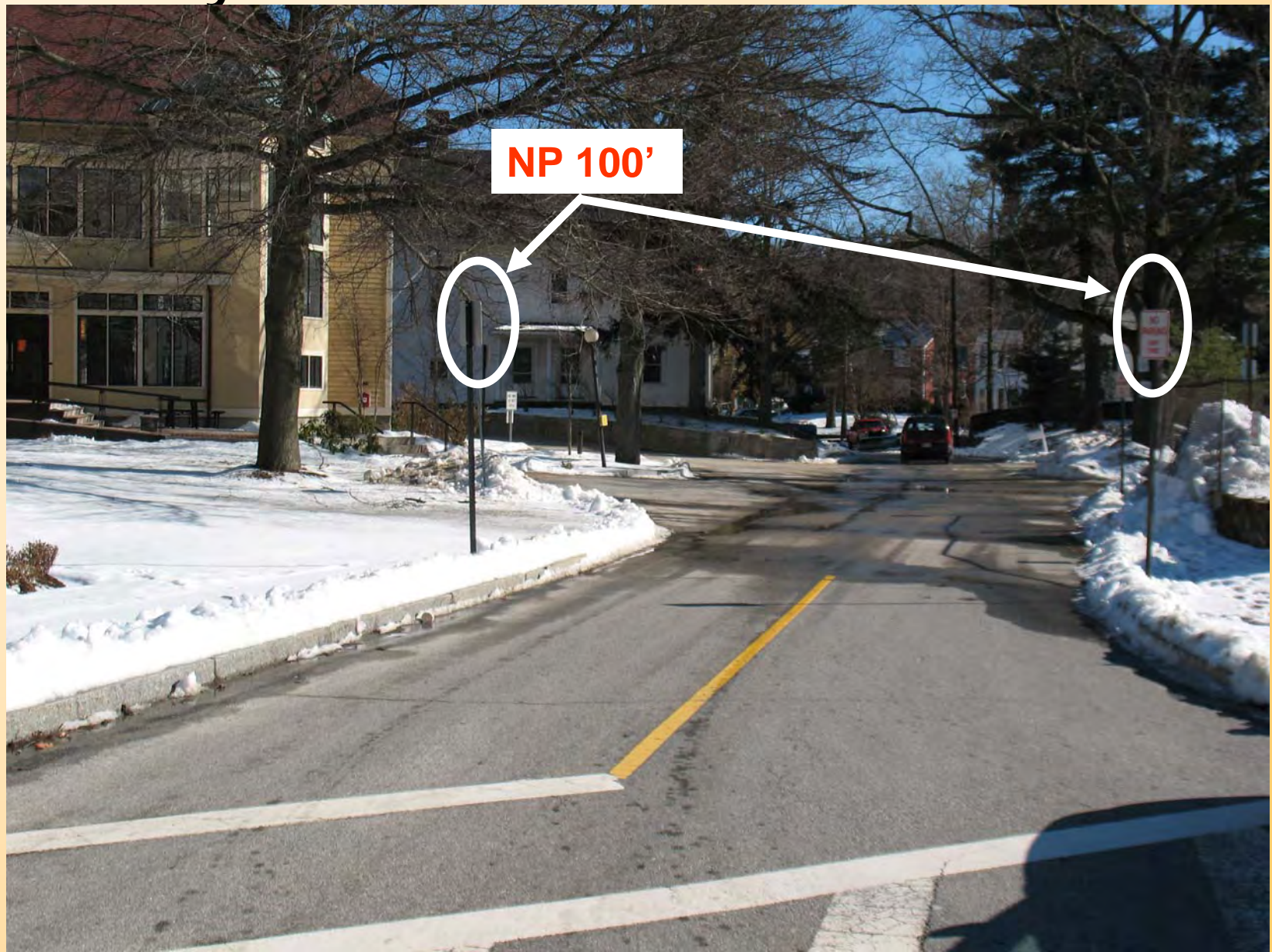
Docket # TC 20-08 (363-07)

Requesting parking restrictions on  
Lake Ave and Myrtle Ave

# Myrtle Ave & Lake Ave (private ways)



# Myrtle Ave near Grove St



# Myrtle Ave near Seminary Ave



# Myrtle Ave at Seminary Ave



# Myrtle Ave east of Seminary Ave



# Lake Ave at Myrtle Ave



# Lake Ave facing Woodland Ave



# Lake Ave (unpaved roadway)



# Lake Ave at Woodland Ave



# Myrtle Ave and Lake Ave parking survey

Time & Date	2/8/08 9:00AM	2/11/08 10:00 AM	2/14/08 1:00 PM	2/15/08 11:00AM	2/19/08 2:00PM	2/21/08 12:00AM
Myrtle Ave	5	6	3	4	3	7
Lake Ave	1	0	0	2	0	1

# Conclusions

- Both Myrtle Ave and Lake Ave are private roadways
- Parking is restricted both sides on Myrtle Ave 100 feet from Grove St
- Lasell College installed No Parking signs both sides on Lake Ave near Woodland Ave end and on Myrtle Ave between the end of City parking restrictions to Seminary Ave
- Parked cars concentrated on Myrtle Ave near the intersection of Seminary Ave.
- Recommend restricting parking on one side of Myrtle Ave (S) and Lake Ave (E)

# Myrtle Ave & Lake Ave (private ways)



# 4. Comm. Ave, Oakland Ave.,  
Auburn St., and Evergreen Ave.

Docket # TC17-08 (299-07)

Request to study intersection to calm  
traffic and allow pedestrian crossing and  
safe traffic merging

# Evergreen Ave

Site of proposed  
raised crosswalk

2hr 8-6 50'



# Auburn St facing East



# Auburn St/ Evergreen Ave



# Auburn St near gas station



# Comm. Ave near Rt.128



Site of proposed  
curb extension

# Comm. Ave near gas station

Site of proposed  
curb extension



# Oakland Ave.



# **Special Permit Condition 9A**

## **Hess shall design & seek approval for:**

- 1. A means to discourage left-turns out Auburn St site driveway nearest Comm Ave**
  - 2. Raised crosswalk, or comparable, across Auburn St at Evergreen Ave**
  - 3. A crosswalk across Auburn St at Comm Ave with pedestrian signals**
  - 4. A curb extension along Comm Ave between Oakland Ave and Auburn St (CITY TO INSTALL)**
- Public Works and the Board of Aldermen may determine that alternative traffic calming and/or pedestrian safety measures may be more effective and/or appropriate.**

# Traffic Counts and Accident history

- **Pedestrian crossing at Auburn St/Evergreen = 0**  
on Wed. 1/16/08 7:45-8:45AM
- **Traffic volume count:**  
EB = 3,000 veh/day      WB= 2,500 veh/day
- **Traffic speed count:**  
EB 85 percentile = 37 MPH  
WB 85 percentile = 35 MPH
- **Accidents since year 2002**  
Oakland Ave = 0  
Evergreen Ave = 0  
Auburn St (entire roadway) = 98 (location data poor)  
Comm. Ave (City line-Auburn) no information

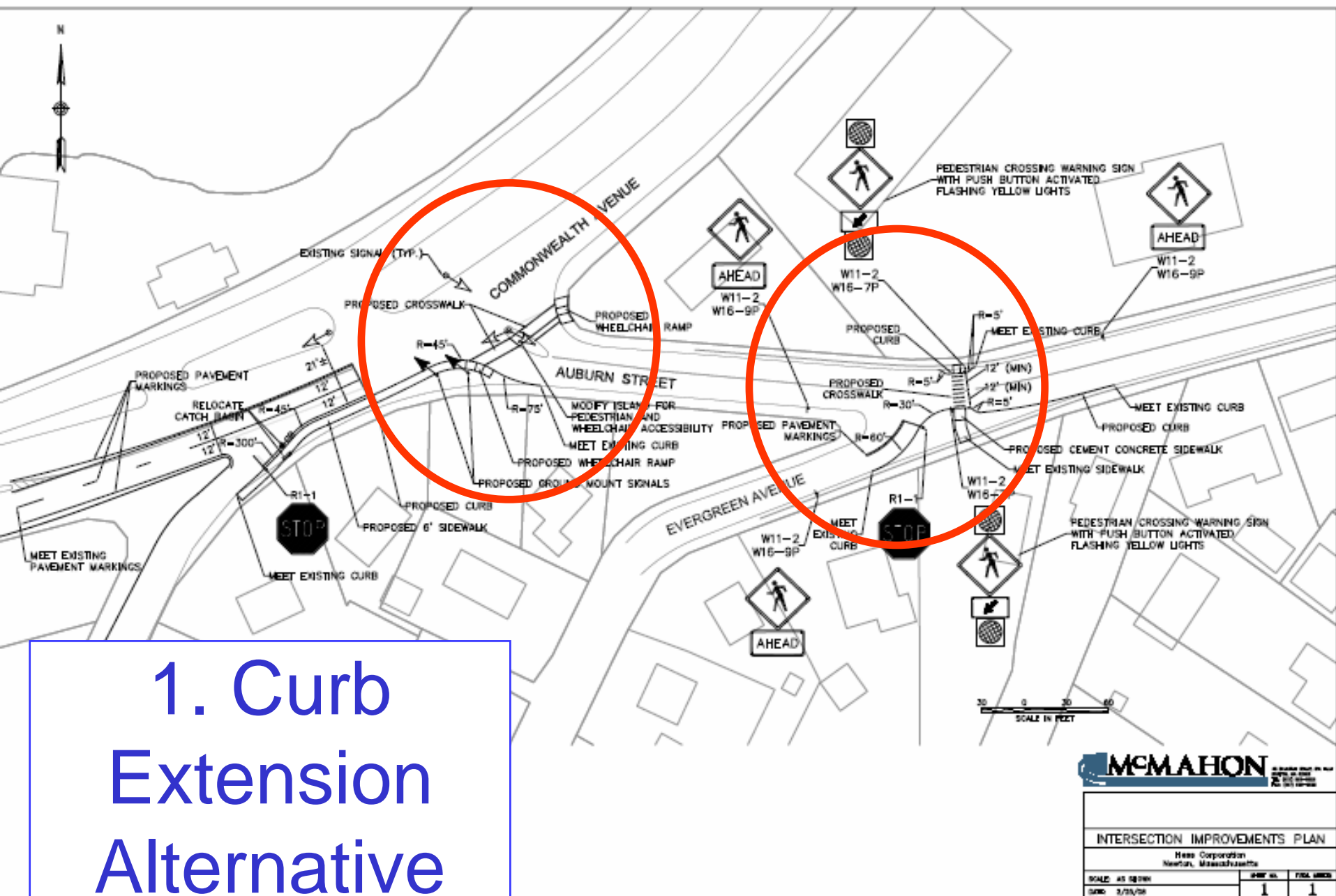
# Mid-Block Crosswalk Criteria

1. Speed (85<sup>th</sup> percentile) less than 40 mph
2. 20 or more pedestrians during AM and PM peak hour
3. Average daily traffic 3,000 to 9,000 vehicles per day
4. Sidewalk and accessible curb cuts
5. Greater than 300 feet from another crosswalk
6. Adequate street lighting
7. Adequate stopping sight distance

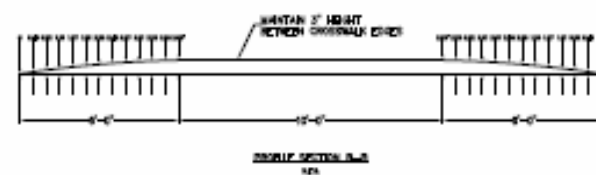
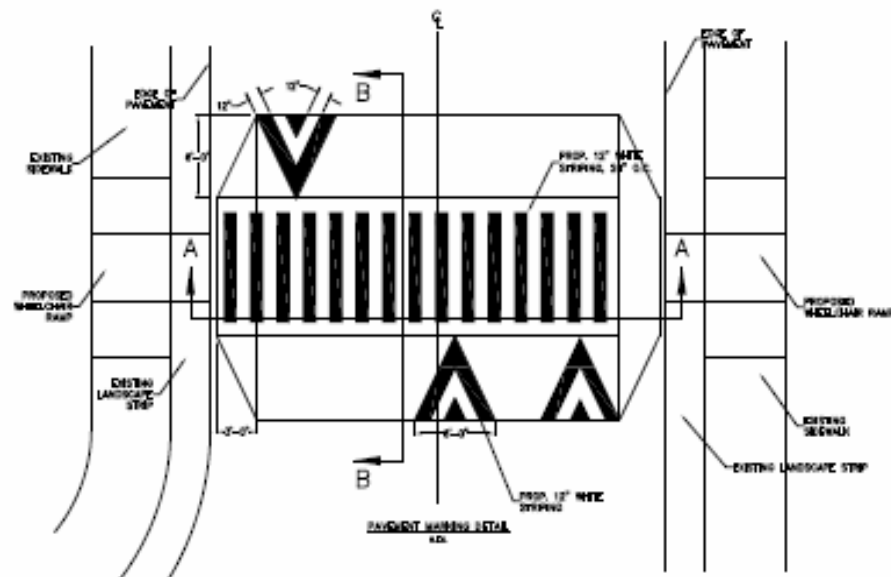
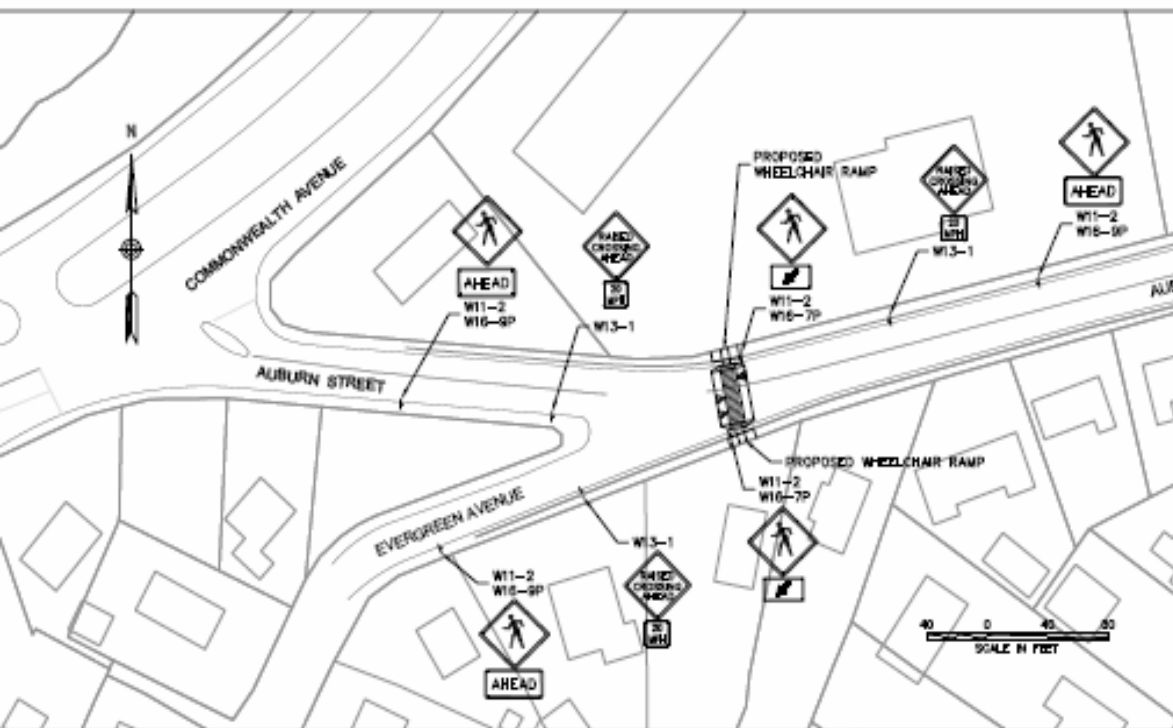
# Conclusions

- The curb extension, sidewalk, signal improvements, and striped crosswalk at the intersection of Comm. Ave and Auburn St are recommended
- The installation of a raised crosswalk is not recommended at the intersection of Auburn St and Evergreen Ave
- Hess should submit a plan for the curb extension to Traffic Council for review and upon approval be forwarded to the Board of Aldermen (PF)

# 1. Curb Extension Alternative

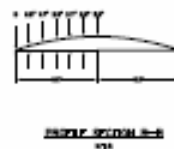
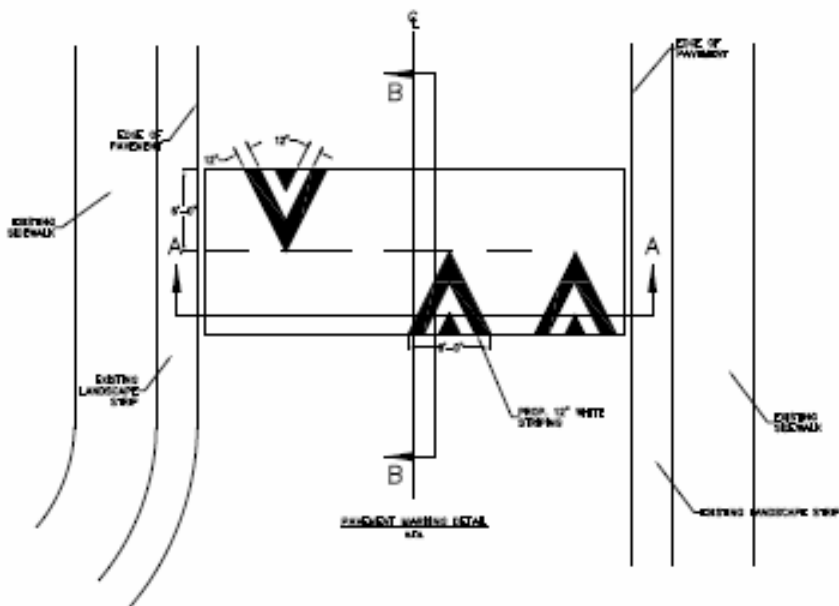
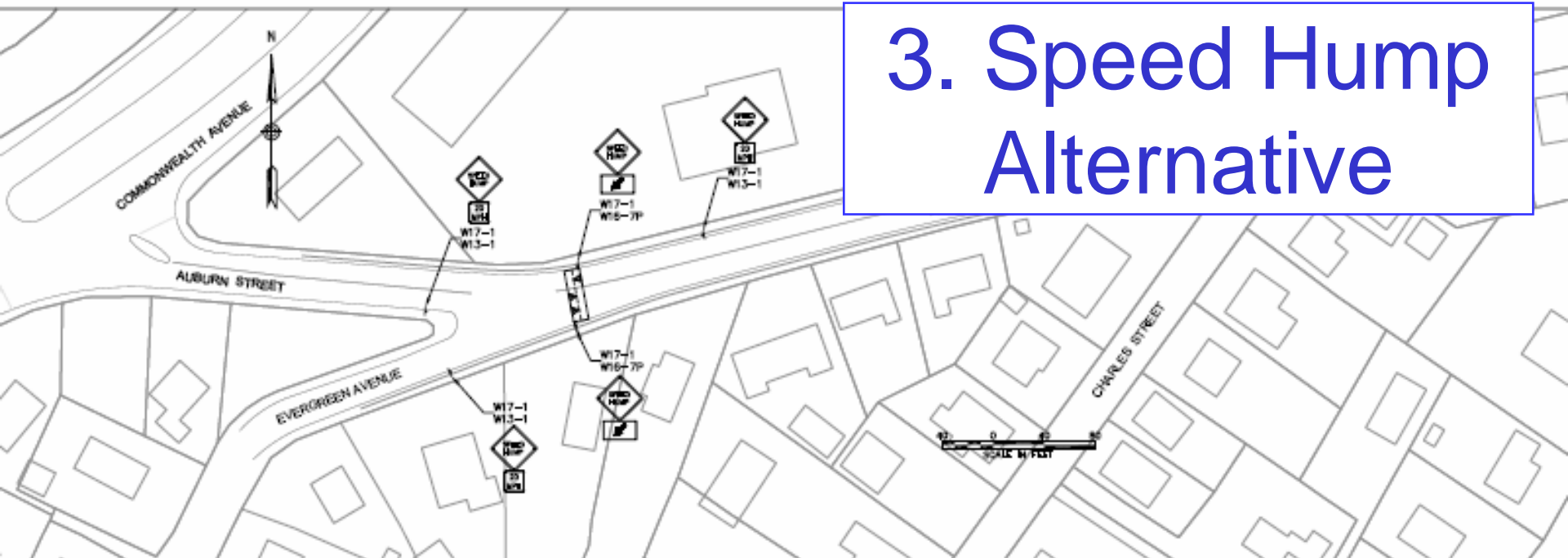


## 2. Raised Crosswalk Alternative



<b>MCMMAHON</b>	
<b>RAISED CROSSWALK PLAN</b>	
Hess Corporation Needham, Massachusetts	
SCALE: AS SHOWN	DATE: 1/16/18
DATE: 1/16/18	FILE: 1

# 3. Speed Hump Alternative

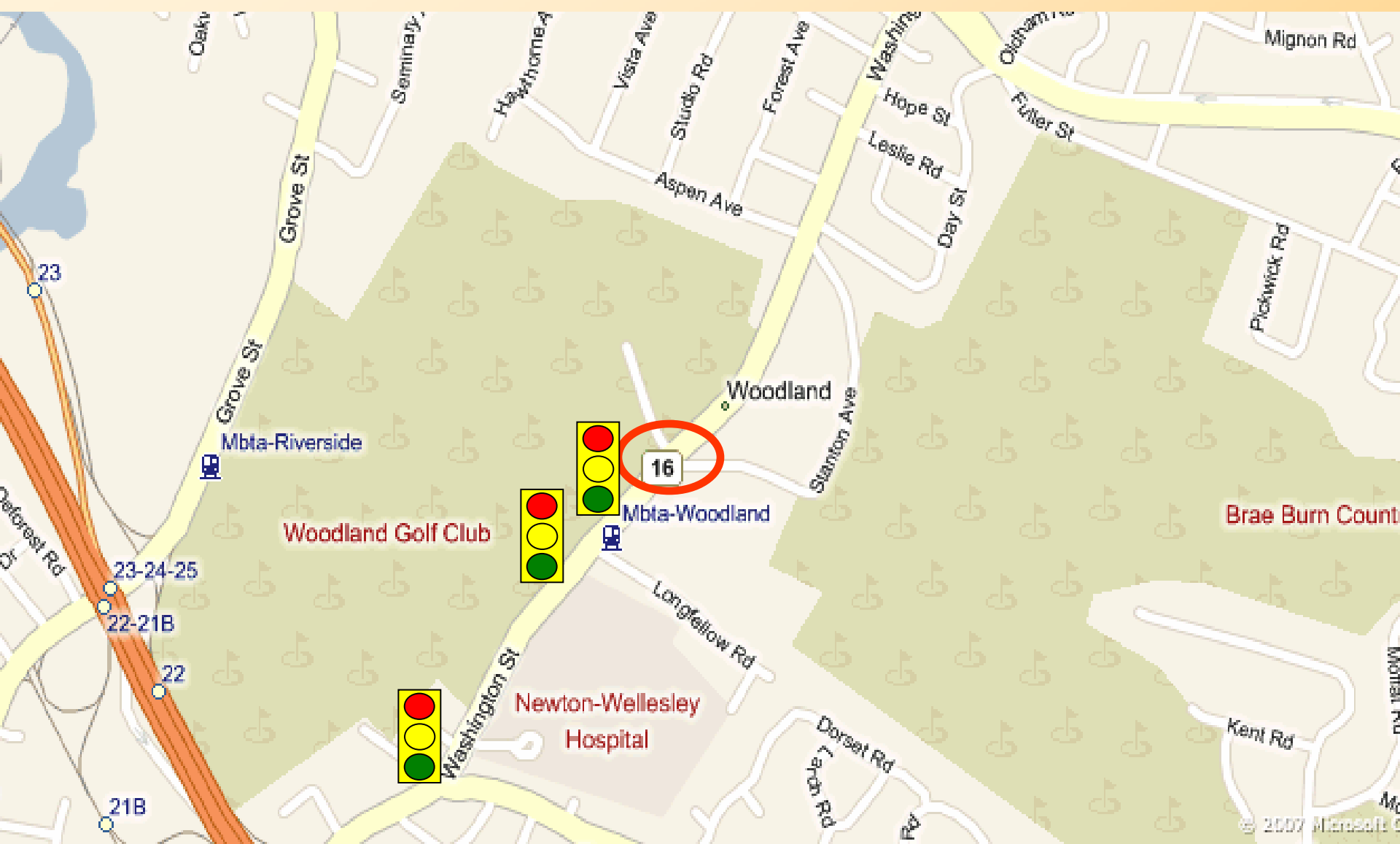


MCMMAHON		SPEED HUMP PLAN	
Hess Corporation Newton, Massachusetts		1	
SCALE: AS SHOWN		1	
DATE: 3/18/08		1	

5. Requesting a traffic study at  
Stanton Ave. to calm traffic

Docket # TC15-08 (297-07)

# Stanton Avenue



# Stanton Avenue



# Stanton Ave at Washington St EB



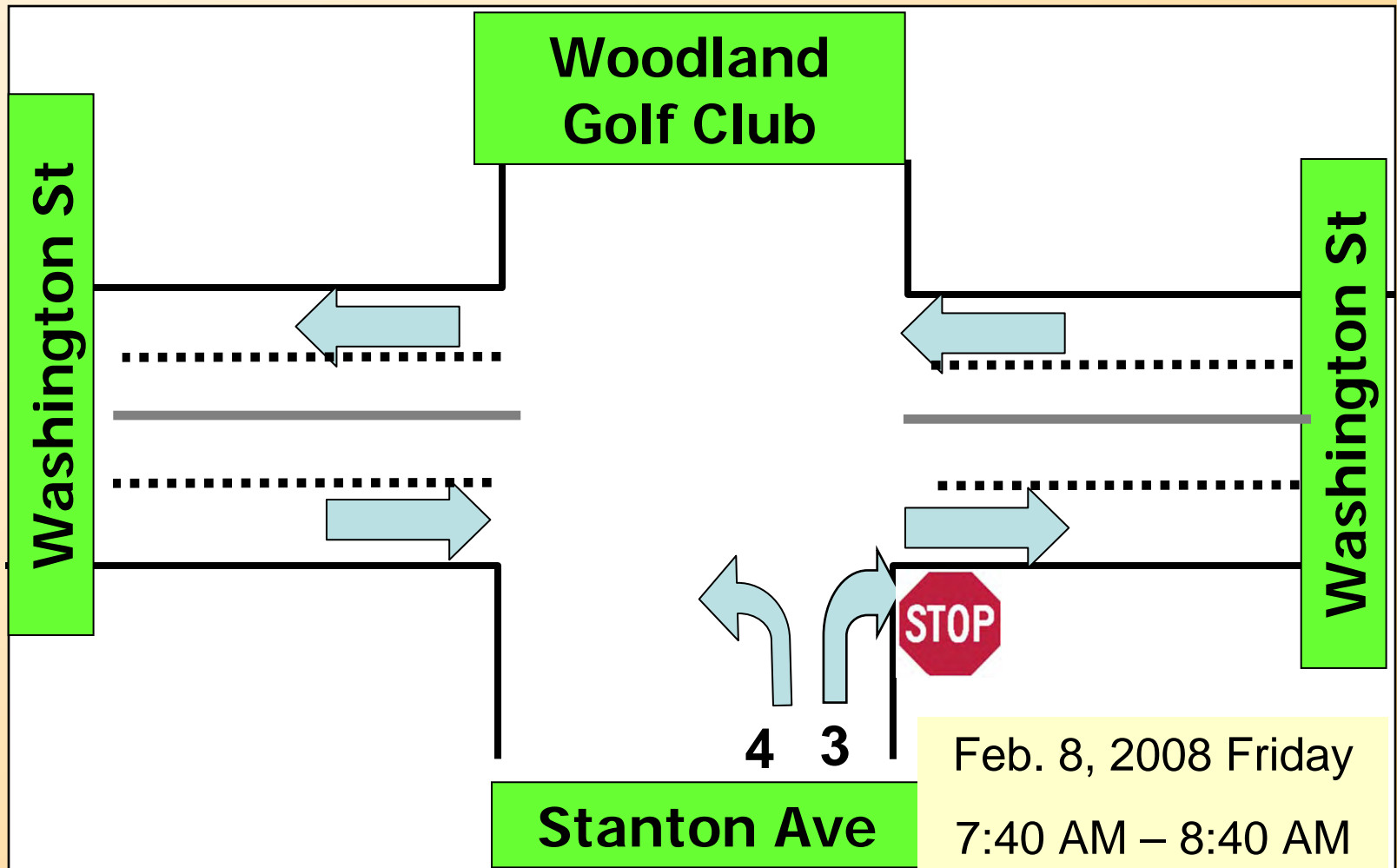
# Stanton Ave at Washington St WB



# Stanton Ave



# Stanton Ave/ Washington St



# Conclusions

- Traffic exiting Stanton Ave:
  - Right turn traffic (3) proceeds with minimal delay
  - Left turn traffic (4) delays observed
    - 2 waited less than 30 seconds
    - 1 waited 30-60 seconds
    - 1 waited 60-80 seconds
- The delays are relative minimum
- The increasing traffic at new Woodland T station helped the exit traffic on Stanton Ave
- There was **one** traffic accident recorded at the intersection of Stanton Ave/Washington St since 2002
- **Recommendation: No Action Necessary**